

## REQUEST FOR COUNCIL ACTION

MEETING  
DATE: 10-6-03

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AGENDA SECTION: PUBLIC HEARINGS- Continued Item	ORIGINATING DEPT: PLANNING	ITEM NO. <b>E-3</b>
ITEM DESCRIPTION: General Development Plan #206 to be known as Morris Meadows by Morris Memorial LLC and Allen Koenig. The applicant is proposing to develop the property with commercial and industrial uses. The plan also identifies future roadway patterns on the property to the west and storm water detention facilities. The property is located along the west side of TH 63, east of East River Road NE and north of 41 <sup>st</sup> Street NE.		PREPARED BY: Brent Svenby, Planner
<p>NOTE: <i>See CPEC minutes from previous LUPA hearing</i> September 30, 2003</p> <p>NOTE: A revised GDP was submitted on September 19<sup>th</sup>. Staff would recommend additional conditions be placed on the GDP based on the revised GDP. The additional conditions are shown as underlined on the RCA. Conditions to be deleted are stricken.</p> <p><u>City Planning and Zoning Commission Recommendation:</u></p> <p>On May 14, 2003 the City Planning and Zoning Commission reviewed this General Development Plan. The Commission also reviewed a Land Use Plan Amendment and zone change for the property</p> <p>The Commission reviewed this proposal according to the criteria listed in Paragraph 61.215 of the Zoning Ordinance and Land Development Manual.</p> <p>Mr. Haeussinger made a motion to recommend approval of General Development Plan #206 to be known as Morris Meadows based on staff-recommended findings and conditions. Mr. Quinn seconded the motion. The motion carried 8-0.</p> <p><u>Conditions:</u></p> <ol style="list-style-type: none"><li>1. <i>The property shall be platted. Prior to the submittal of a final plat, the applicant shall enter into a Development Agreement with the City that outlines the obligations of the applicant relating to, but not limited to, the extension of public utilities, dedication of off site easements, transportation improvement district (TID) charges, stormwater management, traffic improvements including turn-lanes, proportionate share of the cost for a future signal at the intersection of TH 63 and 41<sup>st</sup> Street NE and the necessary improvements to East River Road and 37<sup>th</sup> St. NE, pedestrian facilities, right-of-way dedication and applicable charges/contributions for public infrastructure.</i></li><li>2. <i>Stormwater Management must be provided for the development. <del>Stormwater detention is proposed on the abutting property to the west currently owned by the applicant.</del> An ownership and maintenance declaration will be required for the storm water facility outlot, if it serves less 50 acres. A Voluntary Storm Water Management fee will apply to any areas, when graded, are not served by privately constructed on-site detention facilities. The applicant maybe required to dedicate off site drainage easements to accommodate the proposed relocated drainage way.</i></li><li>3. <i>The extension of public sewer and water to serve the property shall be coordinated with the Public Works Development. Development must be phased to provide adequate public facilities concurrent with development of the property.</i></li><li>4. <i>At the time of platting controlled access shall be dedicated along the entire frontage of TH 63 with the exception of the 41<sup>st</sup> Street NE intersection. Controlled access shall also be dedicated along the south frontage of Lot 8, Block 1 for a distance of 250 feet west from the right of way line of TH 63 and along the north/east side of Lot 1, Block 2 for a distance of 250 feet west from the right of way line for TH 63, both side of the proposed 41<sup>st</sup> Street extension, from TH 63 to the future 66 ft ROW indicated on the GDP. In addition, access control shall be dedicated along the entire easterly line of proposed Outlot B.</i></li></ol>		
COUNCIL ACTION: Motion by: _____ Second by: _____ to: _____		

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- ~~5. The GDP shall be revised to show the extension of 41<sup>st</sup> Street NE to be perpendicular to TH 63 and align directly across from 41<sup>st</sup> Street NE on the east side of TH 63.~~
6. This GDP shows conceptually how the property to the west can be developed. Prior to the any development taking place on that property a GDP will need to be filed for it or this GDP will need to be amended to include the property.
7. On the 41<sup>st</sup> St eastbound approach to TH 63, adequate roadway width should be provided to allow for two eastbound lanes, one to exclusively handle the east to south right turn movement which is expected to be the heavy traffic movement at the intersection, and the second to handle the thru and left turn movements. Lane widths should be adequate to handle large truck traffic.
8. The applicant shall obtain an access permit from MnDOT for access to TH 63 as stated in the letter dated September 24, 2003 from MnDOT.
9. The applicant shall dedicate a 50 foot wide access easement from the proposed 41<sup>st</sup> Street NE to the RPU property to the south.

**Planning Staff Recommendation:**

See attached staff report dated May 8, 2003.

**Council Action Needed:**

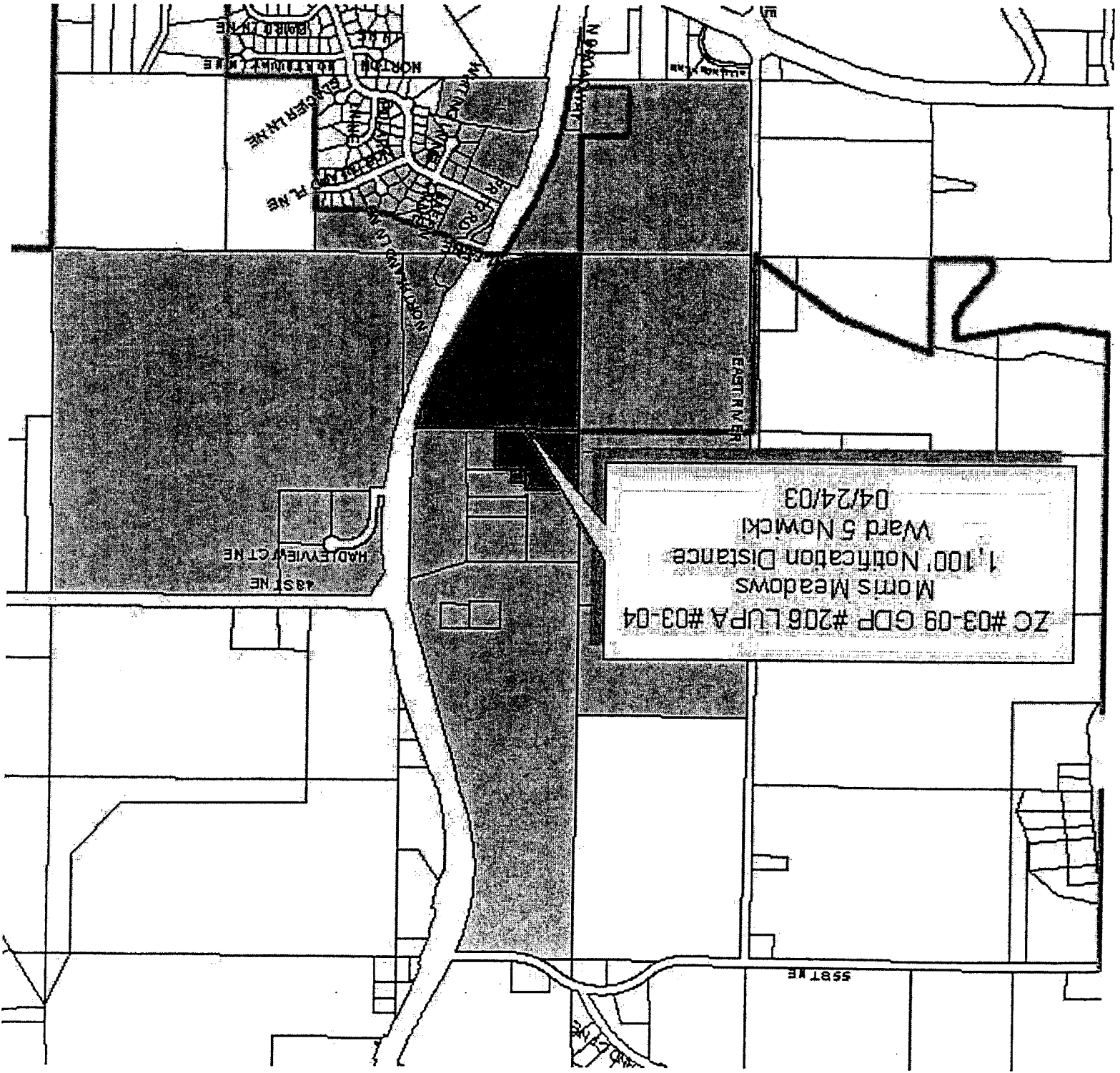
1. The Council may approve, approve with conditions, or deny the general development plan. The Council must make findings based on the criteria listed in Paragraph 61.215.
2. If the Council wishes to proceed with the general development plan as proposed, it should instruct the City Attorney to prepare a resolution for Council approval.

**Attachments:**

1. Staff Report dated May 8, 2003
2. Minutes of the May 14, 2003 CPZC Meeting (attached to LUPA RCA)

**Distribution:**

1. City Administrator
2. City Attorney
3. Planning Department File
4. Applicant: This item will be considered some time after 7:00 p.m. on Monday, June 2, 2003 in the Council/Board Chambers in the Government Center at 151 4th Street SE.
5. Civil Engineering Services Co.

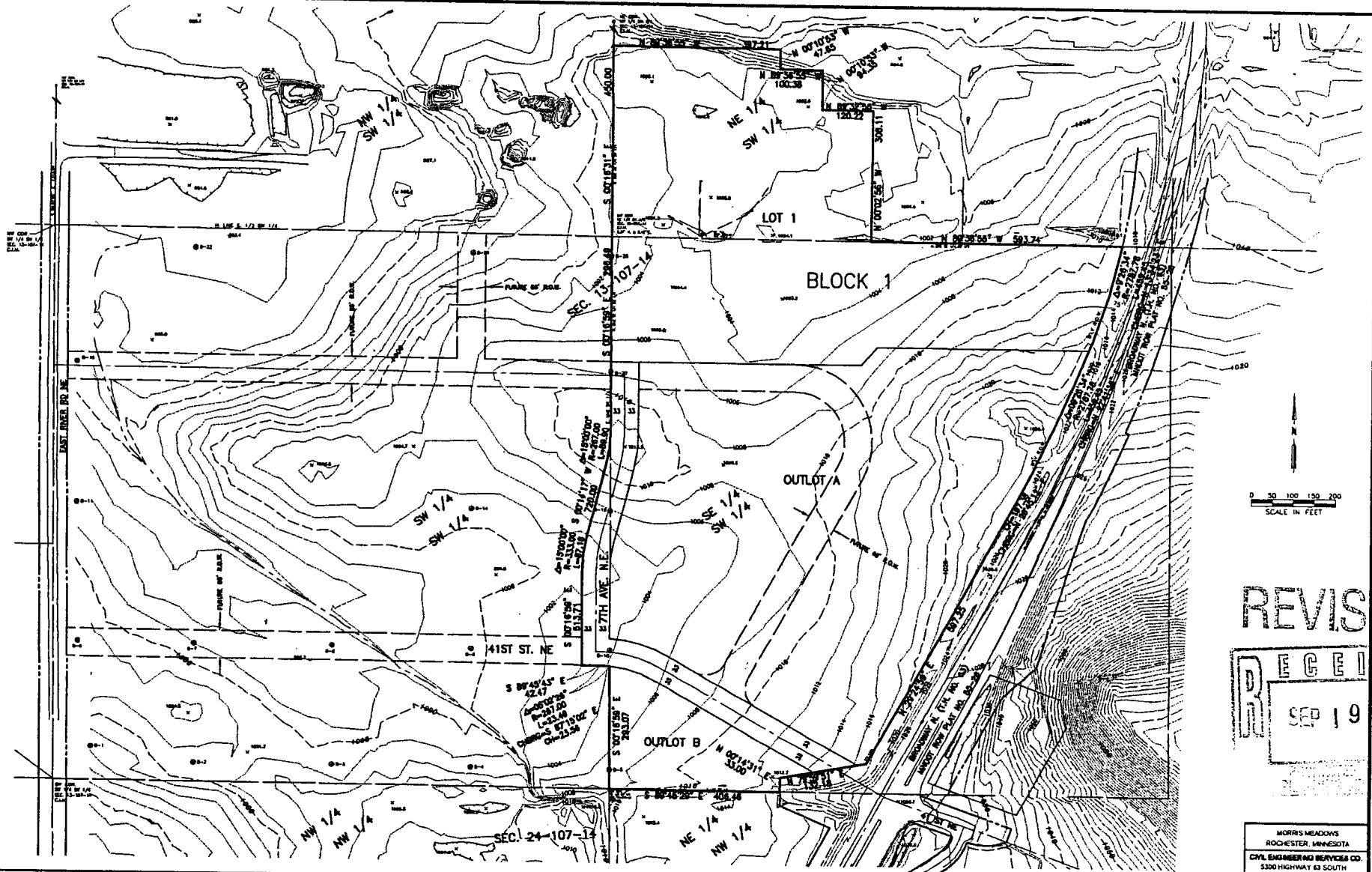




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POLAR LINE



REVISED

RECEIVED  
SEP 19 2000

MORRIS MEADOWS  
ROCHESTER, MINNESOTA  
CIVIL ENGINEERING SERVICES CO.  
5300 HIGHWAY 63 SOUTH  
ROCHESTER, MINNESOTA  
557-282-3776

I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly licensed Professional Engineer under the laws of the State of Minnesota.

Date \_\_\_\_\_  
REG. NO. \_\_\_\_\_  
Kenneth Boyer, P.E.

CIVIL ENGINEERING SERVICES CO.  
5300 HIGHWAY 63 SOUTH  
ROCHESTER, MN 55904  
PH. NO. 507-282-3776  
FAX 507-289-3989

BRAND & MASSEY SURVEYING, INC.  
1009 WHITEWATER AVENUE  
ST. CHARLES, MN. 55972  
PH. NO. 507-932-3895  
FAX NO. 507-932-0121



MORRIS MEADOWS  
GENERAL DEVELOPMENT PLAN  
PART OF THE SW 1/4  
SECTION 13, T 107 N, R 14 W  
OLMSTED COUNTY, MINNESOTA



MONUMENTS  
☐ FOUND (AS INDICATED)  
☐ SET (BY THE SURVEYOR)  
 SCALE: 1" = 100'  
 DATE: 9/18/00  
 DRAWN BY: E.A.S.  
 JOB NUMBER: 130  
 SHEET: 1 OF 1  
 REVISION DATE:

THIS DOCUMENT  
COPYRIGHTED BY  
BRAND & MASSEY  
SURVEYING, INC.  
ST. CHARLES, MN 55972  
THIS SURVEY AND DRAWING  
WAS PREPARED FOR THE  
EXCLUSIVE USE OF  
MORRIS MEADOWS, LLC  
ROCHESTER, MINNESOTA  
SHEET 1 OF 1

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# ROCHESTER

— Minnesota —

TO: Consolidated Planning Department  
2122 Campus Drive SE  
Rochester, MN 55904

DEPARTMENT OF PUBLIC  
WORKS  
201 4<sup>th</sup> Street SE Room 108  
Rochester, MN 55904-3740  
507-287-7800  
FAX – 507-281-6216

FROM: Mark E. Baker

DATE: 9/29/03

The Department of Public Works has reviewed the application for General Development Plan #206, on the Morris Meadows property. The following are Public Works comments on the proposal from 5/5/03. New comments are indicated in **BOLD**, while comments that have been addressed and/or are no longer applicable are shown with ~~STRIKETHROUGH~~:

1. Prior to Final Plat submittal, the applicant shall enter into a Development Agreement with the City that outlines the obligations of the applicant relating to, but not limited to the extension of public utilities, dedication of off site easements, Transportation Improvement District (TID) charges, stormwater management, traffic improvements including turn-lanes, pedestrian facilities, right-of-way dedication, and applicable charges/contributions for public infrastructure.
2. Storm Water Management must be provided. ~~As shown, stormwater detention is proposed on the abutting property to the west, currently owner by the applicant.~~ An Ownership & Maintenance Declaration will be required for the Storm Water facility Outlot, if it will serve less than 50 acres. A Storm Water Management fee will apply to any areas on this development that are not served by privately constructed on-site detention facilities.
3. It is understood that the GDP includes only the easterly parcel, and does not extend to East River Rd. Since conceptual connections are being shown, the future ROW of East River Rd should be indicated as 60 feet.
4. Sanitary Sewer & Water does not abut the property. The extension of public sewer and water to serve the property must be coordinated with the Public Works Department.
5. Pedestrian facilities will be required along the entire frontages of all public roads within this property, as well as the frontage of T.H. 63.

# ROCHESTER

— Minnesota —

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TO: Consolidated Planning Department  
2122 Campus Drive SE  
Rochester, MN 55904

DEPARTMENT OF PUBLIC  
WORKS  
201 4<sup>th</sup> Street SE Room 108  
Rochester, MN 55904-3740  
507-287-7800  
FAX – 507-281-6216

FROM: Mark E. Baker

6. Controlled Access will be required along the entire frontage of T.H. 63 with the exception of any approved public road access point(s). Additional controlled access will be required along ~~the entire south line of proposed Lot 8, Block 1, and along the 41<sup>st</sup> St frontage of that part of Lot 1, block 2, from T.H. 63 to the ROW of the future street serving Block 1.~~ **both sides of the proposed 41<sup>st</sup> St NE extension, from T.H. 63 to the future 66 ft ROW indicated on the GDP. In addition, access control shall be dedicated along the entire easterly line of proposed Outlot 'B'.**
7. Off site drainage easements may be required to accommodate the proposed relocated drainage way.
8. ~~The proposed extension of 41<sup>st</sup> St on the west side of T.H. 63 shall be perpendicular to T.H. 63 and align directly across from 41<sup>st</sup> St on the east side of T.H. 63.~~
9. **A 50 foot wide access easement shall be dedicated from 41<sup>st</sup> St NE to the RPU property to the south.**
10. **Execution of a City-Owner Contract is required prior to the construction of public infrastructure to serve this Property.**

The following Charges/fees applicable to the development of this property and will be addressed in the Development Agreement and include **(rates in-place through 7/31/03)**:

- ❖ Sewer Availability Charge @ \$1851.12 per developable acre.
- ❖ Water Availability Charge @ \$1851.12 per developable acre.
- ❖ Transportation Improvement District (TID) / Substandard Street Reconstruction Charges – To Be Determined.
- ❖ Storm Water Management, for any areas that do not drain to an on-site detention facility.
- ❖ Traffic Signs as determined by the City Engineer
- ❖ First Seal Coat @ \$0.51 per square yard of public street surface





## Minnesota Department of Transportation

Minnesota Department of Transportation - District 6

Mail Stop 060  
2900 48<sup>th</sup> Street N.W.  
Rochester, MN 55901-5848

Office Tel: 507-280-2913  
Fax: 507-285-7355  
E-mail: dale.maul@dot.state.mn.us

September 24, 2003

Brent Svenby  
Rochester-Olmsted Planning Department  
2122 Campus Drive SE – Suite 100  
Rochester, MN 55904

**RE: Revised GDP #206 to be known as Morris Meadows by Morris memorial LLC and Allen Koenig. The applicant is proposing to develop the property with commercial and industrial uses. The plan also identifies future roadway patterns on the property to the west and storm water detention facilities. The property is located along the west side of TH 63, east of east River road NE and north of 41<sup>st</sup> Street NE.  
US 63 CS 5510**

Dear Mr. Svenby:

Mn/DOT has received for review the revised General Development Plan (GDP) for Morris Meadows proposing a new access to US Highway 63. Mn/DOT responded to the original request on May 2, 2003. The following comments pertain to the revised request of September 22, 2003.

The access shown aligns with 41<sup>st</sup> Street NE on the east side, but is within an area currently designated as access control. In our discussions with the City of Rochester regarding the location of the access for Morris Meadows, we have indicated that an access swap, removing the current access in order to provide an alignment with 41<sup>st</sup> Street NE on the east side of US 63, is acceptable provided the adjacent property to the south of Morris Meadows will still have reasonable access to US 63. We understand that Outlot B has been sold to the adjacent property owner for the purpose of allowing this property alternative access.

Given these considerations, we recommend the following:

- The exchange of access procedure, closing the current access opening to allow the new proposed access, requires coordination with Craig Hansen, Mn/DOT Right-of-Way, at (507) 285-7366.
- A preliminary plat will need to be submitted to the planning office for review. Mn/DOT will require the site plan to show how the south property will be provided a new street connection to allow use of the new access onto US 63. Access control must be illustrated on the platting.
- If the plat is acceptable, an access permit will be needed from Lee Gierok, Roadway Regulations Supervisor, at (507) 285-7362. The existing southbound right turn lane will be reviewed relative to design standards that will be required for the new access.



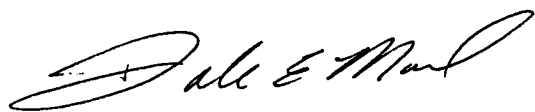
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Brent Svenby  
September 24, 2003  
Page Two

- Any enhancements or changes that are needed for this new intersection will be at the expense of the City and/or developer.

Thank you allowing us to comment on this plan revision. If there are any questions, you may contact Fred Sandal, Principal Planner, at (507) 285-7369 or Debbie Persoon-Bement, Plan and Plat Coordinator, at (507) 281-7777.

Sincerely,

A handwritten signature in cursive script, reading "Dale E. Maul".

Dale E. Maul  
Planning Director

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# ROCHESTER-OLMSTED PLANNING DEPARTMENT

2122 Campus Drive SE, Suite 100 • Rochester, MN 55904-4744

COUNTY OF

*Olmsted*

[www.olmstedcounty.com/planning](http://www.olmstedcounty.com/planning)



**TO: City Planning and Zoning Commission**

**FROM: Brent Svenby, Planner**

**DATE: May 8, 2003**

**RE: General Development Plan #206 to be known as Morris Meadows**

**Planning Department Review:**

**Petitioner/Property Owner:**

Morris Memorial LLC  
3775 Willow Ridge Drive SW  
Rochester, MN 55902

Allen Koenig  
PO Box 6122  
Rochester, MN 55903

**Consultant:**

Civil Engineering Services Co.  
Attn: Ken Boyer  
5300 Hwy 63 South  
Rochester, MN 55904

**Location of Property:**

The property is located along the west side of TH 63, east of East River Road NE and north of 41<sup>st</sup> Street NE.

**Proposed Use:**

The proposed GDP identifies the property being developed with commercial and industrial uses. A Land Use Plan Amendment and Zoning District Amendment are being considered concurrent with this application.

**Land Use Plan  
And Zoning Designations:**

The Rochester Urban Service Area Land Use Plan designates this property as suitable for "low density residential" uses and the property is currently zoned I (Interim) district.

The applicant has filed a petition to amend the Land Use Plan to designate the property for "industrial" uses. The applicant has also filed a petition to zone the property to the M-1 (Mixed Commercial-Industrial) district. These applications are being considered concurrent with this GDP.

**Streets:**

The plan proposes public roadways within the development. The plan also provides access to the



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properties located to the north and south. A conceptual roadway layout for the property to the west is shown on the GDP to show how the roadway pattern through the development will function. In 2001 the applicant submitted a GDP on the property to the west (adjacent to East River Road). The GDP identified the property as being developed as a manufactured home park. The applicant withdrew the application prior to the City Council taking action on the proposal.

Please see the Memorandum from Charlie Reiter regarding traffic generation for the development.

**Sidewalks:**

Pedestrian facilities will be required along the frontages of all public roadways and along the west side of TH 63.

**Drainage:**

A Storm water pond is proposed for the northwest corner of the property (in the area shown as future) . The current drainage pattern of the property is to the northwest corner. Currently there is an existing waterway running diagonally through the property to the northwest corner. The GDP proposes to relocate this water way to the southerly boundary of the property and along the westerly property boundary.

Detailed grading and drainage plans will be required when the property is platted or developed.

**Wetlands:**

According to the Olmsted County Soil Survey, no hydric soils exist on the site.

**Public Utilities:**

Sanitary sewer and water do not abut the property. These utilities would need to be extended to serve the development. The Main Level Water System is available to serve this property which is located approximately 300 feet to the south. This water system will need to be extended to the property as well as to the adjacent properties as required by Rochester Public Utilities. The applicant will need to coordinate with RPU Water Division to determine options and design requirements to develop the necessary water system layout to serve the area.

**Referral Comments:**

1. Planning Dept. Transportation Division
2. Rochester Public Works
3. RPU Operations Division
4. RPU Water Division
5. MnDOT
6. Rochester Fire Department
7. Planning Department - Addressing
8. Planning Department - Wetlands

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**Report Attachments:**

1. Proposed General Development Plan
2. General Development Plan Narrative
3. Referral Comments
4. Neighborhood Meeting Summary – see LUPA report

**Summary:**

- The Morris property involves a total of 66.5 acres intended for use as business park. At a Floor Area Ratio of 0.175 the site will support approximately 500,000 square feet of commercial/industrial floor area. (this includes development of the portion of the property shown conceptually)
- Based on this size of development projected traffic generation is as follows:

	Daily Traffic	PM Peak Hour Traffic
Predominantly industrial and warehousing type uses	3500-3800 trips per day	400 total trips 100 inbound 300 outbound
Predominantly business and office type uses	5500-6000 trips per day	650-700 total trips 125-150 inbound 500-600 outbound

Key traffic issues with the proposal include the following:

- Development of the property will contribute to the need to eventually install a traffic signal at the intersection of TH 63 and 41<sup>st</sup> St NE when warrants are met. The development should be responsible for a proportionate share of the cost of this improvement
- Improvements will be needed in the future to East River Road to bring it up to the standard of collector street suitable for commercial and industrial traffic and to improve the north approach to 37<sup>th</sup> St as traffic volumes on East River Road increase. The development should be responsible for a proportionate share of improvements costs along this corridor.
- On the 41<sup>st</sup> St eastbound approach to TH 63, adequate roadway width should be provided to allow for two eastbound lanes, one to exclusively handle the east to south right turn movement which is expected to be the heavy traffic movement at the intersection, and the second to handle the thru and left turn movements. Lane widths should be adequate to handle large truck traffic.
- East River Road is designated on the ROCOG Long Range Bicycle Plan as the location of a future Connector Trail facility. Adequate right of way or easement should be provided to permit construction of future trail or pedestrian facilities along East River Road.
- Provisions for access control should be provided on the final plat along the following lot frontages:
  - The frontage along TH 63 except for the 41<sup>st</sup> St intersection;
  - The frontage along East River Road except for the two proposed public street intersections

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- Along the south frontage of Lot 8, Block 1 for a distance of 250 feet west from the right of way line of TH 63
- Along the north/east side of Lot 1, Block 2 for a distance of 250 west from the right of way line for TH 63

Stormwater detention is proposed on the abutting property to the west currently owned by the applicant. Detailed grading and drainage plans will be required when the property is platted. The applicant may be required to dedicate off site drainage easements to accommodate the proposed relocated drainage way.

A Land Use Plan Amendment and Zoning District Amendment are being considered for this property concurrent with the GDP.

### **Criteria & Staff Suggested Findings:**

Paragraph 61.215 of the Rochester Zoning Ordinance and Land Development Manual lists the Criteria for approval of a general development plan (see attached).

- Criteria A. The proposed land uses are generally in accord with the adopted Comprehensive Plan and zoning map, or that the means for reconciling any differences have been addressed. A GDP may be processed simultaneously with a rezoning or plan amendment request.

***A Land Use Plan amendment and Zoning District amendment are being considered concurrent with this GDP. If the amendments are approved, the land uses within the GDP would be consistent with the land use designation and zoning for the property. The Land Use Plan refers to "industrial" designation as area intended primarily for manufacturing, transportation related facilities, communication related facilities, privately owned utilities, warehousing and outside storage of materials and equipment and uses of similar character. According to the Land Use Plan, industrial uses are characterized by relatively high levels of truck traffic and noise.***

- Criteria B. The proposed development, including its lot sizes, density, access and circulation are compatible with the existing and/or permissible future use of adjacent property.

***The land uses proposed within the GDP would be consistent with the land uses on the adjacent properties. Currently the property to the south is used for storage of materials and equipment for RPU. To the west, across East River Road NE, there is an existing mining and excavation operation. Industrial uses are also to the north of the proposed development. The proposal does provide access to the adjacent properties as well as an access to TH 63, which aligns with 41<sup>st</sup> Street NE on the east side of TH 63.***

- Criteria C. The mix of housing is consistent with adopted Land Use and Housing Plans.

***This GDP does not include a residential component.***

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- Criteria D. The proposed plan makes provisions for planned capital improvements and streets reflected in the City of Rochester's current 6-Year Capital Improvement Program, adopted Thoroughfare Plan, the ROCOG Long-Range Transportation Plan, Official Maps, and any other public facilities plans adopted by the City. Street system improvements required to accommodate proposed land uses and projected background traffic are compatible with the existing uses and uses shown in the adopted Land Use Plan for the subject and adjacent properties.

***Development of the property will contribute to the need to eventually install a traffic signal at the intersection of TH 63 and 41<sup>st</sup> St NE when warrants are met. The developer will be responsible for a proportionate share of the cost of this improvement.***

***Improvements will be needed in the future to East River Road to bring it up to the standard of collector street suitable for commercial and industrial traffic and to improve the north approach to 37<sup>th</sup> St as traffic volumes on East River Road increase. The developer will be responsible for a proportionate share of improvements costs along this corridor.***

***On the 41<sup>st</sup> St eastbound approach to TH 63, adequate roadway width should be provided to allow for two eastbound lanes, one to exclusively handle the east to south right turn movement which is expected to be the heavy traffic movement at the intersection, and the second to handle the thru and left turn movements. Lane widths should be adequate to handle large truck traffic.***

- Criteria E. On and off-site public facilities are adequate, or will be adequate if the development is phased in, to serve the properties under consideration and will provide access to adjoining land in a manner that will allow development of those adjoining lands in accord with this ordinance.

1. Street system adequacy shall be based on the street system's ability to safely accommodate trips from existing and planned land uses on the existing and proposed street system without creating safety hazards, generating auto stacking that blocks driveways or intersections, or disrupting traffic flow on any street, as identified in the traffic impact report, if required by Section 61.523(C). Capacity from improvements in the first 3 years of the 6-year CIP shall be included in the assessment of adequacy.

***Development of the property will contribute to the need to eventually install a traffic signal at the intersection of TH 63 and 41<sup>st</sup> St NE when warrants are met. The developer will be responsible for a proportionate share of the cost of this improvement.***

***Improvements will be needed in the future to East River Road to bring it up to the standard of collector street suitable for commercial and industrial traffic and to improve the north approach to 37<sup>th</sup> St as traffic volumes on East River Road increase. The developer will be responsible for a proportionate share of improvements costs along this corridor.***

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***On the 41<sup>st</sup> St eastbound approach to TH 63, adequate roadway width should be provided to allow for two eastbound lanes, one to exclusively handle the east to south right turn movement which is expected to be the heavy traffic movement at the intersection, and the second to handle the thru and left turn movements. Lane widths should be adequate to handle large truck traffic.***

***Controlled access will need to be dedicated along the entire frontage of TH 63 with the exception of the 41<sup>st</sup> Street NE intersection. Controlled access shall also be dedicated along the south frontage of Lot 8, Block 1 for a distance of 250 feet west from the right of way line of TH 63 and along the north/east side of Lot 1, Block 2 for a distance of 250 feet west from the right of way line for TH 63***

2. Utilities are now available to directly serve the area of the proposed land use, or that the City of Rochester is planning for the extension of utilities to serve the area of the proposed development and such utilities are in the first three years of the City's current 6-Year Capital Improvements Program, or that other arrangements (contractual, development agreement, performance bond, etc.) have been made to ensure that adequate utilities will be available concurrently with development. If needed utilities will not be available concurrent with the proposed development, the applicant for the development approval shall stipulate to a condition that no development will occur and no further development permit will be issued until concurrency has been evidenced.

***Sanitary sewer and water do not abut the property. These utilities would need to be extended to serve the development. The Main Level Water System is available to serve this property which is located approximately 300 feet to the south. Static water pressures within the area will range from the mid 60's to near 80 PSI depending on final grades. This water system will need to be extended to the property as well as to the adjacent properties as required by Rochester Public Utilities. The applicant will need to coordinate with RPU Water Division to determine options and design requirements to develop the necessary water system layout to serve the area. The applicant has indicated that as part of the development a water main will be placed across TH 63 at 41<sup>st</sup> Street to provide fire flows of 3,000 to 4,000 gpm for development.***

3. The adequacy of other public facilities shall be based on the level of service standards in Section 64.130 and the proposed phasing plan for development.

***Detailed construction plans will need to be approved for all infrastructure improvements.***

***Stormwater detention is proposed on the abutting property to the west currently owned by the applicant. Detailed grading and drainage plans will be required when the property is platted. The applicant maybe required to dedicate off site drainage easements to accommodate the proposed relocated drainage way.***



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***Pedestrian facilities will be required along both sides of all public roadways as well as along the west side of TH 63.***

- Criteria F. The drainage, erosion, and construction in the area can be handled through normal engineering and construction practices, or that, at the time of land subdivision, a more detailed investigation of these matters will be provided to solve unusual problems that have been identified.

***Stormwater detention is proposed on the abutting property to the west currently owned by the applicant. A Storm water pond is proposed for the northwest corner of the property. The current drainage pattern of the property is to the northwest corner. Currently there is an existing drainage way running diagonally through the property to the northwest corner. The GDP proposes to relocate the water way to the southerly boundary of the property and along the westerly property boundary. Detailed grading and drainage plans will be required when the property is platted. The applicant maybe required to dedicate off site drainage easements to accommodate the proposed relocated drainage way.***

- Criteria G. The lot, block, and street layout for all development and the lot density for residential development are consistent with the subdivision design standards contained in Section 64.100 and compatible with existing and planned development of adjacent parcels.

***The property has direct access to TH 63, which abuts the property along its westerly edge, which is identified an expressway on the Thoroughfare Plan. The applicant owns the property to the west and has conceptually shown how that property can be developed and where future accesses will be provided to East River Road NE. Lot, block and street design standards will be reviewed in more detail at the time the property is platted.***

### **Recommendation:**

***The applicant has filed petitions to amend the Rochester Urban Service Area Land Use Plan to designate the property to the "Industrial" designation and to rezone it to the M-1 zoning district. If the CPZC and Council decide that the site meets the criteria for the applications submitted, staff would recommend approval of the GDP with the following conditions or modifications:***

- 1. The property shall be platted. Prior to the submittal of a final plat, the applicant shall enter into a Development Agreement with the City that outlines the obligations of the applicant relating to, but not limited to, the extension of public utilities, dedication of off site easements, transportation improvement district (TID) charges, stormwater management, traffic improvements including turn-lanes, proportionate share of the cost for a future signal at the intersection of TH 63 and 41<sup>st</sup> Street NE and the necessary improvements to East River Road and 37<sup>th</sup> St. NE, pedestrian facilities, right-of-way dedication and applicable charges/contributions for public infrastructure.***
- 2. Stormwater Management must be provided for the development. Stormwater detention is proposed on the abutting property to the west currently owned by the applicant. An***

97'

*ownership and maintenance declaration will be required for the storm water facility outlot, if it serves less 50 acres. A Voluntary Storm Water Management fee will apply to any areas, when graded, are not served by privately constructed on-site detention facilities. The applicant maybe required to dedicate off site drainage easements to accommodate the proposed relocated drainage way.*

3. *The extension of public sewer and water to serve the property shall be coordinated with the Public Works Development.*
4. *At the time of platting controlled access shall be dedicated along the entire frontage of TH 63 with the exception of the 41<sup>st</sup> Street NE intersection. Controlled access shall also be dedicated along the south frontage of Lot 8, Block 1 for a distance of 250 feet west from the right of way line of TH 63 and along the north/east side of Lot 1, Block 2 for a distance of 250 feet west from the right of way line for TH 63.*
5. *The GDP shall be revised to show the extension of 41<sup>st</sup> Street NE to be perpendicular to TH 63 and align directly across from 41<sup>st</sup> Street NE on the east side of TH 63.*
6. *This GDP shows conceptually how the property to the west can be developed. Prior to the any development taking place on that property a GDP will need to be filed for it or this GDP will need to be amended to include the property.*
7. *On the 41<sup>st</sup> St eastbound approach to TH 63, adequate roadway width should be provided to allow for two eastbound lanes, one to exclusively handle the east to south right turn movement which is expected to be the heavy traffic movement at the intersection, and the second to handle the thru and left turn movements. Lane widths should be adequate to handle large truck traffic.*
8. *The applicant shall obtain an access permit from MnDOT for access to TH 63.*

*Note: This GDP shows conceptually how the property to the west can be developed. Prior to the any development taking place on that property a GDP will need to be filed for it or this GDP will need to be amended to include the property.*

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MEMORANDUM

TO: City Planning & Zoning Commission

FROM: Charles Reiter  
Senior Transportation Planner

DATE: July 2, 2002

RE: Review of Traffic Impact Study for Morris Meadows GDP

**Summary of Background Information:**

- The Morris property involves a total of 66.5 acres intended for use as business park. At a Floor Area Ratio of 0.175 the site will support approximately 500,000 square feet of commercial/industrial floor area
- Based on this size of development projected traffic generation is as follows:

		Daily Traffic	PM Peak Hour Traffic
	Predominantly industrial and warehousing type uses	3500-3800 trips per day	400 total trips 100 inbound 300 outbound
	Predominantly business and office type uses	5500-6000 trips per day	650-700 total trips 125-150 inbound 500-600 outbound

- Access to the site initially will be provided from TH 63 and East River Road. TH 63 will provide access both to the north and south while East River Road provides a connection to 37<sup>th</sup> St which will be most heavily used for traffic to/from the west. In the future it is anticipated that 55<sup>th</sup> St will be extended east across the Zumbro River to TH 63 providing for additional dispersion of traffic to / from the west.
- The proposed intersection of 41<sup>st</sup> St and TH 63 was evaluated as part of ROCOG's Circle Drive Traffic Management Study which was conducted in 2001-2002. The graphic on page 2 illustrates the recommended access and traffic control measures anticipated for implementation along TH 63 north of 37<sup>th</sup> St. The 41<sup>st</sup> St intersection is targeted as the location of a future traffic signal based on its location and the spacing it provides between 37<sup>th</sup> St and 48<sup>th</sup> St.
- The proposed street running included in the plat running south from 41<sup>st</sup> St to the south property line fits with long term plans to eventually develop a local road system to support the access management measures and traffic signal spacing planned along TH 63. The illustration on page 3 of this memo highlights conceptually the backage road system that may need to be developed in the future if other accesses along TH 63 need to be restricted in the future due to safety or operational problems
- East River Road will also experience traffic increase as a result of this development. The intersection of East River Road and 37<sup>th</sup> St has been evaluated as part of past TIR reviews, most recently the proposed development of the Allen property. This

intersection is already signalized but will need improvements affecting both the north and south approaches in the future to handle expected traffic increases on East River Road north and south of 37<sup>th</sup> St.

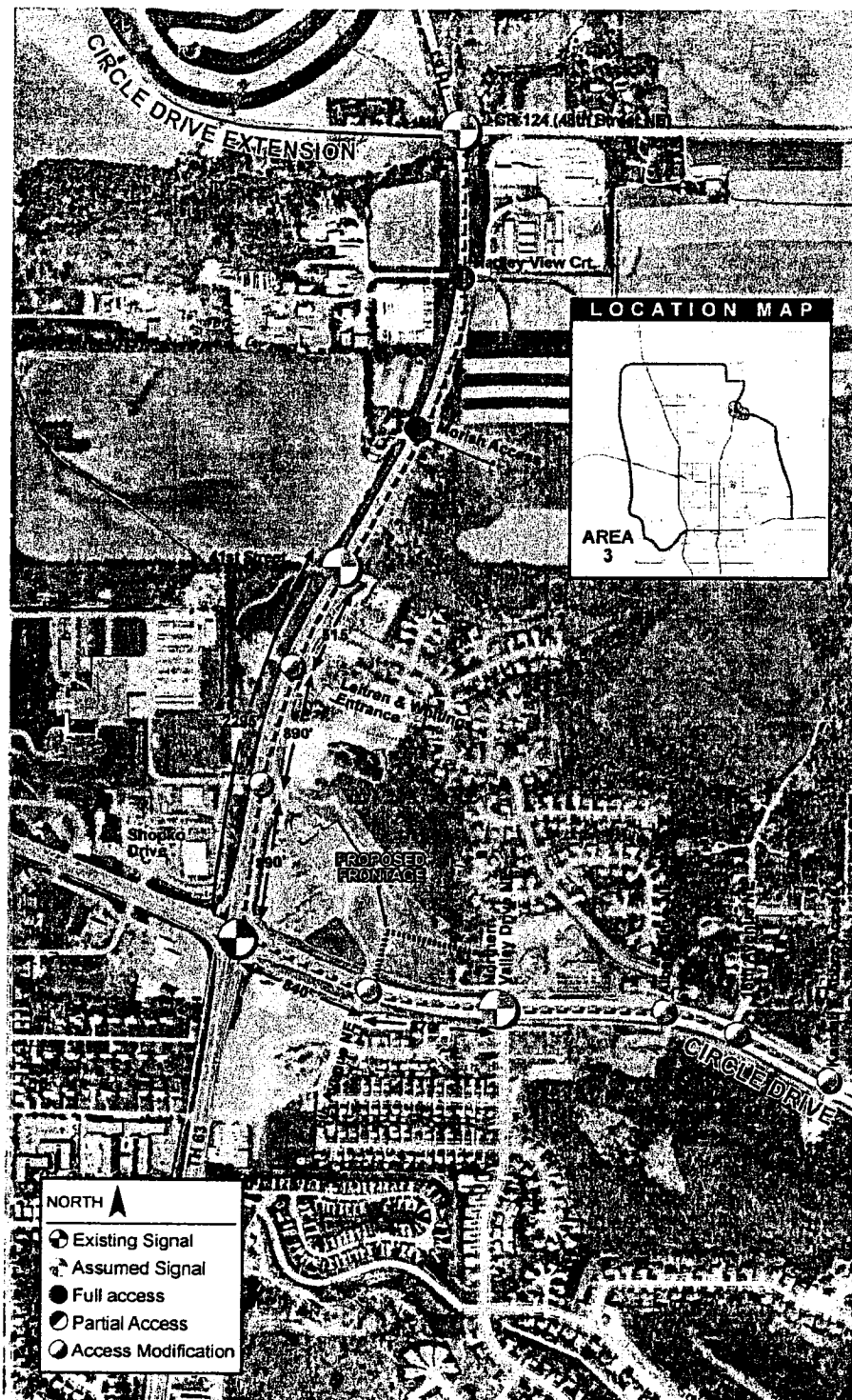
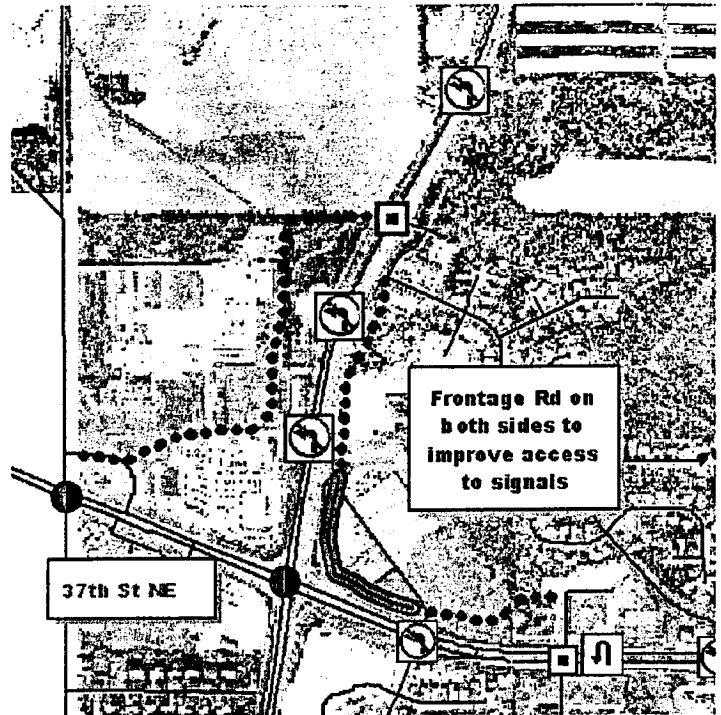


Figure 12  
Access Concern  
Area # 3

## Key Traffic Issues

- Development of the property will contribute to the need to eventually install a traffic signal at the intersection of TH 63 and 41<sup>st</sup> St NE when warrants are met. The development should be responsible for a proportionate share of the cost of this improvement
- Improvements will be needed in the future to East River Road to bring it up to the standard of collector street suitable for commercial and industrial traffic and to improve the north approach to 37<sup>th</sup> St as traffic volumes on East River Road increase. The development should be responsible for a proportionate share of improvements costs along this corridor.
- On the 41<sup>st</sup> St eastbound approach to TH 63, adequate roadway width should be provided to allow for two eastbound lanes, one to exclusively handle the east to south right turn movement which is expected to be the heavy traffic movement at the intersection, and the second to handle the thru and left turn movements. Lane widths should be adequate to handle large truck traffic.
- East River Road is designated on the ROCOG Long Range Bicycle Plan as the location of a future Connector Trail facility. Adequate right of way or easement should be provided to permit construction of future trail or pedestrian facilities along East River Road.
- Provisions for access control should be provided on the final plat along the following lot frontages:
  - The frontage along TH 63 except for the 41<sup>st</sup> St intersection;
  - The frontage along East River Road except for the two proposed public street intersections
  - Along the south frontage of Lot 8, Block 1 for a distance of 250 feet west from the right of way line of TH 63
  - Along the north/east side of Lot 1, Block 2 for a distance of 250 west from the right of way line for TH 63





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April 22, 2003

Rochester-Olmsted  
CONSOLIDATED PLANNING DEPARTMENT  
2122 Campus Drive SE  
Rochester, MN 55904-7996

REFERENCE: General Development Plan #206 by Morris Memorial LLC and Allen Koenig to be known as Morris Meadows.

Dear Ms. Garness:

Our review of the referenced general development plan is complete and our comments follow:

1. This property is within the Main Level Water System area.
2. Static water pressures within this area will range from the mid 60's to near 80 PSI depending on final grades.
3. The water mains must be extended to adjacent properties per our requirements.
4. We will work with the applicant's engineering firm to develop the necessary water system layout to serve this area.

Please contact us at 507-280-1600 if you have questions.

Very truly yours,

Donn Richardson  
Water

C: Doug Rovang, RPU  
Mike Engle, RPU  
Mark Baker, City Public Works  
Vance Swisher, Fire Prevention  
Gale Mount, Building & Safety  
Morris Memorial LLC and Allen Koenig  
Ken Boyer

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The hand to reach for...  
**DAVID A. KAPLER**  
Fire Chief

DATE: April 21, 2003

TO: Jennifer Garness, Planning

FROM: R. Vance Swisher  
Fire Protection Specialist

SUBJ: General Development Plan 206 by Morris Memorial LLC and Allen Koenig to be know as Morris Meadows. The applicant is proposing to develop the property with both commercial and industrial uses.

With regard to the above noted project plan, the fire department has the following requirements:

1. An adequate water supply shall be provided for fire protection including hydrants properly located and installed in accordance with the specifications of the Water Division. Hydrants shall be in place prior to commencing building construction.
  2. Streets and roadways shall be as provided in accordance with the fire code, RCO 31 and the Zoning Ordinance and Land Development Manual. Emergency vehicle access roadways shall be serviceable prior to and during building construction.
  3. All street, directional and fire lane signs must be in place prior to occupancy of any buildings.
  4. All buildings are required to display the proper street address number on the building front, which is plainly visible and legible from the street fronting the property. Number size must be a minimum 4" high on contrasting background when located on the building and 3" high if located on a rural mail box at the public road fronting the property. Reflective numbers are recommended.
- c: Donn Richardson, RPU, Water Division  
Morris Memorial LLC and Allen Koenig – 3775 Willow Rd Dr SW – Rochester, MN 55902  
Ken Boyer – Civil Eng Services Co. – 5300 Hwy 63 S – Rochester, MN 55904



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# CIVIL ENGINEERING SERVICES COMPANY

5300 HIGHWAY 63 SOUTH  
ROCHESTER, MINNESOTA 55904  
(507) 282-3776

## Narrative

### Soil Conditions

Soil depth at the site is very shallow with limestone deposits under the entire site. Consequently, grading will be designed to minimize excavations. Utilities will be kept as shallow as possible.

### Storm Drainage Problems

There is a major drainageway bisecting the property. The flow in this ditch is increased due to uncontrolled discharges from developed properties east of U.S. Highway 63. Disruption of development will be minimized by relocating this drainageway to the south and west property lines.

### Off-site Drainage Problems

A problem exists immediately north of the northwest corner of the property. Uncontrolled runoff from east of U.S. 63 has contributed to erosion and ponding on the adjoining property to the north. The storm water detention basin proposed in this development should help to alleviate the current conditions.

### Utility Availability

Both sewer and water are available to the site from existing lines in East River Road near the Rochester Public Utility building. Also, as part of this development, a water main will be placed across U.S. 63 at 41<sup>st</sup> Street to provide fire flows of 3,000 gpm to 4,000 gpm for development in the proposed subdivision.

### Potential Erosion Problems

No unique problems are anticipated. It is expected that the proposed development can be completed without excessive erosion. The site is relatively flat and does not involve highly erosive soils.

### Potential Phasing

The general development plan will be constructed in at least two phases. The first phase will involve development of the easterly 33.39 acres of the property to create commercial/industrial lots for sale and to get sanitary sewer and water mains to the property currently occupied by Midwest Transportation.

